

Entered at the Postoffice of Honolulu, H. T., Second-Class matter.
Semi-Weekly—Issued Tuesdays and Fridays.

Subscription Rates:
For Month \$ 2.50 Per Month, Foreign \$ 3.25
For Year \$24.00 Per Year, Foreign \$30.00
Payable Invariably in Advance.

CHARLES S. CRANE, Manager.

TUESDAY OCTOBER 3

ITALY, TURKEY AND TRIPOLI.

War as a result of peace is the situation now faced by Europe. The certainty that Germany would agree to the terms of Franco in Morocco has, as was intimated might be the case, precipitated hostilities between Italy and Turkey. Whether the war will be confined to the two Powers now at each other's throats, or whether the great conflict, which Turkish oppression of her Christian provinces has long threatened, will now begin, with the Balkan States, Greece, Russia and Austria involved, remains to be seen. When the match is touched to the powder train there is no predicting what the explosion may be or where the effect will be felt.

Europe is in a fighting mood. Turkey is being ravaged with cholera; Austria has had recent political riots and in Vienna the populace has fought the soldiery through hunger madness; France has her troops mobilized and is also torn with political and economic quarrels, evidenced in strikes and bread riots; Germany might welcome a pretext for war to distract attention from her loss of face in the Moroccan dispute, and Spain is facing almost a revolution. A great war would allow the statesmen to smooth out their home troubles and wars have been provoked before this for that very purpose.

Italy's claim to Tripoli opens no new diplomatic question. The reversionary interest of Italy in the Turkish vilayet has long been tacitly recognized by European nations, with the exception of Turkey, and forms a portion of the Franco-Italian understanding in the Mediterranean.

For Italy, Tripoli is after a fashion a consolatory offering, something to soften the disappointment of exactly thirty years ago, when a French army entered the Tunisian beylicate and Italian aspirations in this ancient Roman province came to an abrupt and final end. Of all the ancient Roman colonies in North Africa, Egypt, Tunis, Algeria, even Morocco, have passed out of the reach of the new Italy, which, like the German Empire, "arrived" too late. There remains only Tripoli.

Commercially the value of Tripoli with Benghazi and the Saharan hinterland is problematical. There was a time when Tripoli-in-Barbary was the gate of the Sahara, and the caravans to the Niger, to Lake Chad, to Bilma and Kano were considerable commercial affairs, when 10,000 camels and donkeys and a thousand men were engaged in these operations, and the slaves, ivory and gold dust of Africa were exchanged at Tripoli for the products of Europe.

This time has passed forever. Today the French railroads and steamers in West Africa and on the Niger and the British railway extensions in Nigeria have made the Atlantic rather than the Mediterranean the sea gate of the Sudan, while French occupation of the whole center of the Sahara has put an effective end to the slave trade. In 1910 the entire caravan trade was valued at less than \$270,000 and the contributions of the Sudan to the traffic consisted of skins valued at \$84,000, ostrich feathers worth \$60,000 and ivory valued at \$60,000.

Today the familiar description of Tripoli as "the Mediterranean facade of the Sahara" has become commercially almost exact. Hereafter the economic opportunities in the vilayet seem certain to be limited almost entirely to the products of the few strips of fertile land along the sea coast and the few inland oases, now falling into extreme poverty, such as Ghadames and Ghat, and in Benghazi the oasis of Kafrata. Commercially the prize seems hardly worth the initial cost of \$8,000,000 and the employment of 30,000 troops which Italian authorities have estimated as necessary for the task.

Politically the situation is slightly different. Of the five Mediterranean Powers, Spain, France, Great Britain, Italy and Austria, only Austria and Italy lack a North African base for their fleets. While England has acquired Egypt and France has added Tunis to Algeria, and France and Spain are now laying hands upon Morocco, Italy has stood aside, not willingly but compelled by force of circumstances. At the same time the historic enemy, Austria, has pushed its boundaries south by annexing Bosnia and Herzegovina and has its eye fixed upon Salonica. An Italian base in the Cyrenaica is perhaps the only logical answer to such activity, while mere national patriotism demands of the Italian government an extension of Italy's boundaries to keep pace with those of its neighbors.

England in Egypt can not object to Italy's move, nor can France in Tunis. Germany, as an ally of Italy and as the "protector" of Turkey is in an embarrassing position. Austria, between whom and Italy there has been continued friction for years, may swing south through Macedonia and extend her recently acquired Province of Bosnia by absorbing Turkish dominion. Thus Italy's move against Turkey may benefit a rival, while Austria's move against Italy's enemy may provoke hostilities with Italy, a three-cornered paradox which has been more or less discussed of late, ever since Italy's designs upon Tripoli have become apparent.

Italy has evidently decided, however, that the Tripolitan game is worth the risk of the dismemberment of Turkey, disregarding the words of Titoni, the Italian minister of foreign affairs three years ago, who said:

The immovable foundation stone of our foreign policy is and must remain the maintenance of the integrity of the Turkish Empire. And when I use the word integrity I make no reservations, no restrictions. This excludes in the most categorical fashion all idea of the occupation of any fraction whatever of Turkish territory.

GET BACK TO FIRST PRINCIPLES.

In San Francisco, to rescue that city from misgovernment, the Republicans and the Democrats united to endorse the candidacy of James Rolph Jr. and a business administration. Partisanship was sunk for the sake of civic decency. In that way Rolph was elected.

In the preceding election, neither the Republicans nor the Democrats would agree to endorse one man and each placed in nomination for the majority a leading citizen, either one of whom would have been a good mayor. Between the two, McCarthy of tenderloin fame went in, although he was not a majority winner.

The lesson is plain for Honolulu. Partisanship here must be dropped and the community united in the support of a nonpartisan ticket for the city offices. If it can not be that partisanship be eliminated from the municipal contest because of the fact that there is at the same time a contest for the legislature and for the Delegate to congress, let us drop partisanship from it all. After all there is no good reason why good citizens should label themselves with what is only a name and because differently labeled oppose each other. Even in the matter of the Delegate to congress, nothing is gained by partisanship. The man we send to Washington has no strength as a party man.

If we only think about it, this party question over which we so enthuse is nothing at all. There are no principles for which any party in Hawaii stands except office, and all the party feeling is only an artificial enthusiasm, worked up by party managers playing on transplanted sentiments that haven't taken root here.

It is time to wipe away the froth in our politics and get back to first principles, namely, that government is for the benefit of the governed, not the benefit of the office holders.

OUR "DISLOYAL" GOVERNMENT.

In the fiscal report of the Toyo Kisen Kaisha, just issued, the president of the company announces that the increased revenues for the past year are due in large part to the fact that the American government had favored the line with many and large freight contracts. That the enterprising Japanese line has had a successful year is a matter of congratulation, the T. K. K. being a line of great service to Hawaii, but in view of the great to do over the desired suspension of the coastwise law—desired by the majority of Hawaiians so far as passenger traffic is concerned—on the part of those whose blind hate at the idea of an American traveling on a Japanese liner, attention must be drawn to this unpatriotic and un-American government of ours at Washington, which gives American freight to a Japanese steamship company.

Where is the flag, where are the patriots, where are the sinners pure and of America that they are not denouncing the horridly patriotic of these Japanese ships?

We available authorities with interest.

The Turkey that may become more popular than ever when the Turkish battles start on their Tripolitan hike.

TIME TO OPEN OUTSIDE AMBULANCE.

One of the main reasons, probably the main reason, for the thoroughly unsatisfactory government Honolulu is receiving now is the fact that the general community is not taken into the confidence of the governing body. What reasons compel the supervisors to do many of the things they do are generally unknown and can only be guessed at. What plans the supervisors may have—if they have any—are unknown. Whether the supervisors are themselves cognizant of the inner workings of the several departments of the government cannot be told from any evidence apparent.

The Republican majority of the board determines its policy in secret. The public knows only what the results of the measures are, without knowing what led up to those results. At the public meetings of the board there are few discussions of policy to throw any light upon the situations as the public sees them. As a rule, the meetings are cut and dried so far as the larger affairs of the city are concerned, the only discussions being when a delegation from some improvement club happens to drop in, when the Democratic minority is able to mildly assert itself, or when some party question of patronage disturbs the common serenity.

So far as is known, the supervisors, either individually or in committees, never ask for advice except from the "politicians." Any suggestions that may come before the board from territorial officials, business bodies or otherwise are regarded as coming from "butterflies" and are treated accordingly.

In many of the large cities of the mainland, particularly those cities which have adopted the modern "commission government" style of charter, the governing body eagerly welcomes the assistance of the business men of the community. The mayor of Des Moines, for instance, has his advisory council, composed of a score of the leading men of the city, to whom he turns for advice on the different phases of government. The individual members of this council are best familiar with the mayor of Cleveland has his unofficial cabinet and little of importance is done in that city until after the details have been thrashed out by the leading business men. Many of the mayor's political opponents are among the ones he consults, with the result that the question of political partisanship in the determination of policies is eliminated.

The business men of Honolulu would undoubtedly cooperate with our supervisors if requested. The chamber of commerce and the merchants' association have legislative committees, the members of which would probably eagerly assist the elected representatives of the people by discussing the various city problems and tendering advice based on their business experience.

The present city government has been in power nine months and is thoroughly discredited. Fifteen months more remain of its term. In that time, if the supervisors so desire, much for a Greater Honolulu could be done. Having tried on their own hook and failed, is it not about time for the city fathers to seek the proper kind of advice and try to make their term of office of some benefit to the community? Governmentally Honolulu is going back when now, of all times, we should be progressing rapidly.

END BELT ROAD POLLY TODAY.

Members of the Honolulu belt road commission may not as yet have had it borne in upon them that the community generally thoroughly disapproves of the idea of awarding any contract for the belt road on the specifications recently submitted to the contractors. It is possible that the commissioners may think that what they do or propose to do is none of the community's business, but whatever they think, the facts are that Honolulu does not propose to stand idly by and see eighty thousand dollars spent on five miles of country road, and the sooner the commissioners crawl down from their perch the better for them and the community generally.

Individually, the members of the commission are supposed to have some common sense and it is hoped that their actions today will continue that impression. If, however, as Chairman Adams intimated yesterday, the commission intends to carry its specification folly to the bitter end and waste the money entrusted to it, the work of those who have been attempting to show that this county would be better off with "a business government" than with what it has will have been thrown away. Even an Oahu board of supervisors never openly advocated the expenditure of money on such a drunken-sailor scale as the commission does.

We have mortgaged this island for two hundred thousand dollars for a belt road. At the scale of the contract under contemplation we will get only thirteen or fourteen miles of road, disconnected, far from the greatest traffic. Two hundred thousand dollars is enough to build from twenty to twenty-five miles of better road than we have ever had outside of the city limits. The commissioners' duties are to see that we get as much road for the money as possible. Apparently their conception of their work is to build as few miles as possible of as elaborate a boulevard as can be planned.

Another point in the bids to be settled today is this: The lowest bidder wants fifteen months to build five miles of road! On top of that he claims now that if he requires longer than fifteen months he may take as much time more as he chooses.

Fifteen months to build five miles of road at a cost to the taxpayers of eighty thousand dollars! Can you beat it?

We trust that the meeting of the commission today will show a complete return to sanity on the part of the members, a cancellation of the whole deal so far, a resolution to call for a contract based on the actual requirements of the situation and a determination to have an early beginning of work on a stretch of good, simple, macadam road that will commence and end somewhere.

BUSINESS, NOT POLITICS, SHOULD RULE.

Whatever in the name of common sense does an afternoon paper mean by attempting to inject politics into this belt road contract? In a thoroughly asinine way that paper broached the political end of the contract some weeks ago and is now offering the explanation to the public that Johnny Wilson should not get the contract, although low bidder, because he happens to be a Democrat. This is politics run amuck. It is not only idiotic in itself, but the paper advancing it is crediting the belt road commissioners with being as little swayed by ordinary decency as its own editorial course.

There are two good reasons why Wilson should not get the belt road contract and neither reason involves Wilson's political faith, which is his own business and no business of the commissioners. One reason why Wilson should not be given the contract is the fact that when there is only a few hundred dollars difference between his bid and that of Lord-Young, the latter should be given the job. If history is going to repeat itself, and there is more than one reason to suppose that it will, the trifling difference between the bids will not commence to cover the legal expenses probable over the eighty-thousand-dollar work.

The second reason why Wilson should not get the work is one which applies to every other contractor bidding, namely, that the price is more than the county can stand. It may be reasonable, but it is too high nevertheless. Every one of the bids is too high.

We trust that Wilson will not be discriminated against on any such non-sensical grounds as the afternoon press advances, but we do expect that his bid and every other one will be turned down on the good grounds apparent and other bids called for on other specifications.

In this particular, let it be said also that the threat of L. L. McCandless to hold up the belt road work for a court decision is neither an exhibition of loyalty toward Oahu nor an evidence of political good judgment.

STACKING THE POLITICAL CARDS.

Link McCandless has been stacking the cards in the Democratic pack since the last election and has matters so arranged already that the reputable and sane men of his own party are helpless.

John Wise, Charley Aehl, Charley Clark, and others of that ilk, have been busy among the workable faction of the Republican party, helped out by road work patronage, Republican committee salaries and such, since the last election. They have enough influence through their patronage to dominate in the next primaries and conventions, leaving the reputable and sane members of the party in the air.

The time has come to cut loose from both organizations, as they now stand, and gather the sane forces of the city together for a sane support of a business ticket next fall. The movement for this must commence soon and once commenced must be adhered to. Now, a year before the polling date, men are able to judge the situation undisturbed by the usual dust clouds of politics and before the ardor of a campaign runs away with good sense.

There is no use trafficking with the regular organizations any more until after the organizations have been purged. Possibly the next legislature will give us a workable direct primary, whereby we may eliminate forever the McCandlesses and the Wises and the rest of the political junk.

If we add up all the Turkish losses reported in the war game now in progress in the Mediterranean, first thing we know Turkey will have been found to have had a very powerful fleet of warships.

SHOULD BE SURE OF THEIR MAN

Morse Tells Stackable Men Are
Taken from Steamships
Without Cause.

Captain Nichols of the Arizona and Charles P. Morse, agent of the American-Hawaiian line, were on the stand in the federal court Saturday in regard to the removal of Captain Nichols' line for carrying unmanifested cargo, opium, and during his testimony Morse repeated a conversation with Collector Stackable, in which he told the latter that the government should move slowly in opium investigations.

This statement was brought out by a question of Attorney Wilder to Morse when he was on the stand, and Breckons on cross-examination tried to show that Morse was butting in on federal business.

To prove that the steamship company had always co-operated with the federal officials here in trying to bring opium smugglers to justice, a cable and letter were read by Mr. Morse.

Ceremony Told of Opium.

The cable was from the San Francisco agents, and stated that opium was reported to be on a certain ship of the line, the dope having been bought at Salina Cruz by one of the men on the vessel to sell in Honolulu.

This fact was communicated directly, upon receipt of the cable, by Mr. Morse to Collector Stackable and a most thorough search was made for the drug.

In addition to this one specific instance when the company had been the means of federal officials knowing that opium was on a steamer of the line, Agent Morse testified that watchmen were on the wharves to do all they could to prevent opium from being smuggled ashore here.

Should Be Sure of Man.

In a private conversation with Collector Stackable at the time two men were taken from the Arizona, the vessel being held for the marshal to serve the papers after clearance had been granted solely by courtesy of the agent, Morse had told the collector that he thought the officials should be sure of their man before they took him from a steamer.

In court he cited the case of a man taken from the Mexican at Hilo, brought to Honolulu, kept in custody several days and finally discharged by the United States commissioner because there was no evidence to hold him, the commissioner stating that the man should have never been arrested in the first place.

This man suffered arrest and imprisonment for several days, lost his job with the company 2000 miles from home and, in fact, got the worst of the argument all around.

On cross-examination Breckons tried to prove that Morse was talking to Stackable as an official of the American-Hawaiian line and criticizing the methods pursued by federal officials in opium matters, but this he could not do.

The agent stated and held that he was talking to the collector of the port as man to man and not official to official, it being a personal conversation, wholly.

How Searches Are Made.

Captain Nichols on the stand told of the methods pursued by different officials in searching his ship, saying that in Honolulu they were more thorough than in any other port.

He added that the ship had but little cargo in her at this port, and that made searching thoroughly more easy.

After the testimony was taken the court adjourned until Monday morning, the papers in the case going to the secretary of the treasury, who will decide whether or not to remit Captain Nichols' fine.

MORE CASH FOR NUUANU NEEDED

(Continued from Page One.)

ing undertaken in other parts of the city.

Should the money for the reconstruction of Nuuanu street come from the loan fund commission, as Murray plans, it will relieve the road department of the work and the men can be put on other necessary work in other parts of the city.

Widen Manoa Road.

Besides the matter of Nuuanu, another road matter is coming before the supervisors tonight, and that is the widening of upper Manoa road, a petition having been filed with the mayor yesterday afternoon by residents of Manoa calling for this work.

Byron Clark is the author of the petition and he is the person who is to give the land for the widening of the road in question. In exchange for the land given for this purpose, he will get back a strip now occupied by Hillside avenue where it makes the turn into upper Manoa road, this straightening out that thoroughfare instead of having the curve in it as now.

Have Title Now.

This widening of the road was approved by the supervisors and city engineer several months ago, but as Hillside avenue was the property of Judge Cooper, nothing could be done about it.

As the judge gave this street to the county last week everything is now in shape for the transfer of land and the widening of upper Manoa road as asked for, and it is expected that the exchange of property will be authorized by the board tonight. The county gets more land than it gives by the transfer by about eight hundred square feet.

Some residents of Manoa did not sign the petition for widening of the street as they claim there are several streets in that section now which can not be maintained by the county and which are being grown green for lack of care.

LIQUOR PROBLEM EXCITES HILOITES

Chairman Board of Supervisors
Tells of the Numerous
Blind Pigs.

HILO, September 29.—Ever since the meeting of the board of liquor license commissioners held some months ago, when Deputy Sheriff Fetter was appointed license inspector, the dissatisfaction with this action has been very general. It is, however, only recently that this feeling has found open expression. Next week it will become a matter of public discussion, for it will be brought up at the meeting of the board of supervisors.

"I am not personally interested in the question as to whether Fetter is the liquor inspector or not," said Supervisor Lewis yesterday. "I have nothing whatever against him. However, I have had a large number of people come to me from time to time to complain over the appointment of the deputy sheriff of South Hilo as inspector. These people point out that this district is the most important one on the island, and that it merits having the undivided attention of one deputy sheriff. If the license inspector is to do his duty as such at all, he must travel extensively about in the other districts, and in the meantime he can not attend to his duties as deputy sheriff of South Hilo."

"I think that there is a great deal of justice in the claim that neither Fetter nor any other man can hold both positions. I understand that in Hamakua Mr. Marshall, who was both school principal and a judge, had been told to take his choice between these two jobs, and I feel that the same course should be taken in the case of Fetter. He should be deputy sheriff or license inspector, but he should not be both."

Blind Pigs Numerous.

"On my recent trip around the island I was impressed more than ever with the utter uselessness of the present course taken by the board of license commissioners, and with the need for the appointment of an efficient inspector who can devote all his time to the work. It is a well known fact that blind pigs are exceedingly numerous all over the island. They are particularly plentiful in the Hamakua district, where every plantation camp has one."

"Great quantities of liquor are being shipped to these blind pigs from Honolulu. I found that one Japanese firm would supply the illicit sellers great quantities, but would ship in many small lots to one and the same man under different names. Thus Smith might get one order shipped in four lots under the names of Smith, Brown, Robinson and Jones, but all the booze would go to Smith's establishment."

"As I said, I shall bring the matter before the board of supervisors at the coming meeting. I know that the board has not the authority to take any action, but as the complaints have been made to me, I am going to see to it that the responsibility is placed where it belongs, namely with the sheriff. We will ask the sheriff to come before us, probably before the finance committee, and ask him whether he will allow the deputy sheriff to continue to serve as license inspector also. Of course, the sheriff has the say, and all we can do is to pass the matter up to him."

Lewis sent a letter on the same subject to Chairman Moir of the license commission. The epistle was read by the members at the meeting last Thursday and was right to the point as to blind pigs.

No Action Taken.

No action was taken in regard to the letter. Chairman Moir stated that the secretary would be instructed to acknowledge the receipt thereof, and to state that as there was nothing tangible for the board to take hold of, no action had been taken.

After the meeting of the license commissioners the members were asked what had been done by the license inspector during the several months since his appointment. It was stated that he had made several arrests of illicit sellers, which had been prosecuted in the usual manner before the courts, and that he was now working on a matter, the nature of which could not be disclosed at present. The inspector later on stated to the board that he had made no arrests.

The only matter which the board took up at its special meeting was that of the application of a Japanese named Kubo, for a second-class saloon license for Honsanau, Kona. Again the tobacco company and Manager Daniels figured, County Attorney Beers appearing before the board to say that they objected to the granting of the license, as they wanted no saloon in the vicinity of their establishment.

License Granted.

Judge Wise, who appeared for the applicant, called attention to the fact that the board could not legally pay any attention to any protest which had not been presented to it in written form. He dwelt at length on the legal aspect of the matter.

"There is no law on the statute books which can compel us to issue a license, if we don't want to," said Moir.

Judge Wise hastened to admit that there was not, and finally, on motion by Horner, the application was granted, subject to the filing of a proper bond, as the bond offered was found to be unsatisfactory.

Secretary Lyman produced a collection of all the rules and regulations promulgated by the board from time to time, it being the idea to unify them and make such amendments as might seem advisable. Among these a rule prohibiting "treating" in public drinking places has been suggested. It was decided to take up the matter of the rules at the December meeting, and the board adjourned until then.

A GOOD RULE.

Make it a rule of your home to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against these complaints. For sale by all druggists. Bennett, Smith & Co., Ltd., agents for Hawaii.